

HAWAIIAN HOLOMUA

PROGRESS.

The Life of the Land is Established in Righteousness.

HONOLULU, AUGUST 6, 1894.

FESTINALENTE.

THE *Advertiser's* editorial writer, in this morning urging the people to attend to their political duties, and asking them to make haste to get their names placed upon the register of voters. He also says, that hundreds of good citizens are giving themselves over to the indulgence of their favorite vice, procrastinating, postponing. It is to be hoped that those good citizens—whenever they may be—will appreciate the terms in which they are spoken of.

Under the existing unsettled state of affairs, the non-recognition—beyond that extended to a provisional government—of the administration at present at the head of the government, it is hard to see how, those "good citizens" can very well come forward and take the oath as prescribed in Article 101 of the Constitution, and register themselves as voters. Nor can it be seen how those aliens, who wish to become citizens of and lend their support to, the constitution of a government which is not yet recognized as an independent and permanent government, can do so either.

To be plainer, how in the name of common sense can a citizen come forward and qualify himself to support the constitution, laws and government, of a government which does not exist.

Can those mercenaries and officials of the provisional government who have already taken the new oath be termed "good citizens"? Hardly not. Is it not a case of straining at a gnat and swallowing a camel? Or in other words, the oath is taken for the sake of the "Bread and Butter" and other plunder which is attached to it.

It therefore behooves all "good citizens" not to make haste to have his name placed on the register of voters. In all probability the first election provided for in the document lately read from the steps of the Palace building will not take place.

Told In Whispers.

We have received a copy of Leigh Irvine's latest book, from the Hawaiian News Company. The author visited these islands a few months ago, and made himself popular and prominent among the people, with whom his duties as special correspondent to the *New York Herald*, brought him in contact. "Told in Whispers" should be read, and then, it will be appreciated. Irvine put the finishing touch to his work in these islands, and dates his book from "Halley-mow-mow" (as he pronounces our volcano). The book, we believe is worth reading. The print, at least, is very good.

The author claims that his story is shocking and shameful, and that he was obliged to leave America after the appearance of his work. We fully believe his last statement while we are unable to understand the alleged offer of the President of the United States, to offer a reward for the capture of the author. What the deuce Cleveland should do with the man who wrote "Told in Whispers" is beyond our comprehension. He might, though, have put him in the Senate and made him chairman of the sugar-committee.

The book, however, is worth reading, and most of our girls can do it without getting much worse. For sale at the Hawaiian News Company. Bound in red it looks like a guide-book and can be taken home without suspicion.

The, Mr. Dole, was visited this morning by some prominent Portuguese politicians who asked for the retention in office of Judge Kepoikai.

A Description of the United States Cruiser Minneapolis.

(From the WEEKLY EXAMINER.)

No event in the history of the building of our new navy has awakened more eager interest among people who go down to the sea in ships than the deep-sea speed trial of the new United States cruiser Minneapolis, whose speed trial on her four hours' trip on the 14th instant showed an average of 23.05 knots per hour. Up to date the cruiser Columbia has worn the proud title "The Fastest Cruiser in the World," having made on her trial in November last the record until now unparalleled, of 22.81 knots per hour for four hours at sea. That such a magnificent achievement should be so soon surpassed is in the nature of a marvel, even in this age of rapid progress. The Columbia can afford to relinquish her title gracefully since it passes to her sister ship, the Minneapolis, whose record not only beats the speed of any war vessel ever built but also exceeds that of the fastest of the Atlantic greyhounds.

It has been claimed that the Cunard steamers *Campania* and *Lucania*, with their alleged records of 25 knots an hour for a whole day, are faster than the Columbia and Minneapolis. As a matter of fact, were the cruisers to be tried over the same course where the phenomenal record of the Cunarders was made, where a favorable current reaches a strength of as much as a knot an hour at times, and the speed should be computed without correction for current, as was the case in the run of the Cunarders, they would easily make a record of 24 knots an hour for a corresponding length of time.

In designing the machinery for a cruiser economy of space is a great desideratum. When, therefore, Commodore Melville was instructed to plan for the twins, *Columbia* and *Minneapolis*, machinery that would develop 21,000 horse-power, he concentrated his mental energies on the evolution of a design that would be both compact and powerful. In the use of screws, to have put a single engine on each shaft would have required very large cylinders and large parts of machinery all through. The problem might have been solved, as in the case of the *New York*, by putting two sets of engines on each shaft. This would have doubled the number of parts above the single engine, while the shafting abaft the after engine had to be the same size as if only a single engine had been used. Triple screws would increase the number of parts only 50 per cent as compared with twin screws and a single engine on each shaft, while it reduced the size of all the parts and brought everything within dimensions that were thought thoroughly reliable. As this seemed the "consummation" the engineer-in-chief determined to urge the use of triple screws.

When it became known that Commodore Melville had recommended triple screws, and that the Department had decided to adopt them, he received many letters from engineers advising that the step was too radical, too much of an experiment, and that it ought not to be tried primarily in vessels intended to be the most powerful and swiftest afloat, but the Commodore had studied the problem carefully and had the courage of his convictions, in this case, as in many others. Believing that he was right he went ahead. The results have more than justified his conclusions.

The report of the trial of the *Columbia* developed the fact that her great speed had been obtained for a remarkable low horse power. The engines had not worked up to full power and the speed had exceeded expectations if the full power of the engines had been exerted. The reasonable conclusion, substantiated by mathematical calculation, was that the use of triple screws was conclusive to economy of propulsion. When the *Minneapolis* went out for her preliminary trial the results obtained indicated a confirmation of the experience of the *Columbia*, and

now that she has completed her contract trial the fact is thoroughly established that triple screws give greater economy of propulsion than twins.

The power that propels the famous *Minneapolis* is exerted by the three vertical, inverted, direct-acting, three-cylinder, triple expansion engines, each placed in a water-tight compartment. The engines working the port and starboard propellers are abreast each other and are forward of the center engine. Provision is made for allowing the idle propellers (or propeller) to revolve when only one or two of the engines are in use, by disconnecting the couplings, a process that is accomplished in a very few moments abroad our ships. On a British man-of-war it is an affair of several hours. Propulsion is but one of the almost innumerable uses of steam power abroad this very modern man of war. There are in all ninety-four engines, comprising 180 steam cylinders, employed to keep the "machine", in running trial trips of our naval vessels are run over a carefully measured course, and the current is observed with the greatest possible care, both as to intensity and direction, so that the resulting average of speed for four hours order. The great guns are turned, the ammunition served, the steering-gear run and the anchor hoisted by steam; refrigeration is secured by steam, the ship is lighted, heated and ventilated by the aid of steam, and the same subtle agency enters into the lighting arrangements. Just what duty an old time sailor would find aboard this steam fighting machine is somewhat problematical.

Two million seven hundred and fifty thousand dollars was the sum appropriated for the construction of the *Minneapolis*. The speed demanded by the contract was twenty-one knots per hour. Failure to attain that speed would forfeit \$50,000 for each quarter of a knot deficient. The same sum was offered as a premium for each quarter of a knot in excess of the required speed. A premium that mounts into six figures is not to be despised and the *Cramps*, the builders of the "fastest cruiser of the world," have fairly won it.

LADIES' COLUMN.

You have all been reading this Column for some time and expecting something to drop—well here goes for a little flyer as we say in Mercantile Parlance. We have a counter devoted to Wash Dress Goods this week, they are worth looking at, and at the same time making a guess on their value. Remember you need not buy them unless you want to—but you can call and guess on their value—and the Lady guessing the nearest to the retail value of these Goods can have her pick of a Dress Pattern for nothing, those that are not good guessers won't make a very bad mistake, if they buy the goods outright at our figures. So come in and make your guess, the pools close Saturday—the winner gets her Dress, Monday, August 13th.

There is nothing the matter with Scotch Dignity when you can get 6 yards for \$1 or Toile du Nord for children's School Dresses or Ladies Dresses at 8 yards for \$1. Remember these goods improve everytime they are washed.

Something new in American, English and French Percalé for Shirt Waists and Dresses—these Goods are the finest ever shown here and make up lovely.

32 inch wide Cotton Duck at 15 cents a yard is another thing you can make no mistake in—all Fast Colors—we have an elegant line of Linen Duck.

Now don't forget to come in and guess on those Wash Dress Goods. We have something for the Second Best Guessers but we won't mention it.

B. F. EHLERS.

Hawaiian Hardware Comp'y.

July 24 1894.

In "Paddenhead Wilson's Philosophy" Mark Twain says: "Put all of your eggs in one basket—and watch that basket." Eggs are not the only things to which this applies, we can make it fit stoves and change eggs into dollars and make it read—Invest your coin in a Pansy Stove—and the stove will watch itself. We have been watching these stoves for the past five years, and find them the best iron stove sold in this market for the money. Where else than at our store can you get a stove that will do everything that a \$50 stove will do and get it for \$15? Echo answers, "the place isn't built." We have sold hundreds of these stoves in Honolulu, and never had a complaint. Two weeks ago, we sold one to a gentleman on Hawaii, and yesterday he ordered another for a friend. The stove sells itself through its fuel saving qualities, and because, it is a good baker. You can get other styles of stoves if you are not particular as to the quantity of fuel you burn or how your food is cooked. There's no dyspepsia in meals prepared on a PANSY.

We received last week a lot of wire clothes-lines that hold washed clothes without using pins. It is a sort of double wire arrangement and the pieces are held in between; the harder the wind blows the tighter the pieces are held to the line. There is absolutely no danger of the clothing being torn as there is nothing sharp about the line. While the cost is a trifle greater than rope, this new style will last so much longer that it is economical to buy the pinless line.

The CLAUSS is one of the new fangled saw-edge knives that cuts warm bread without leaving it heavy and iced cake without making crumbs. There are two or three different makes of these knives, all on the same principle and each one pronounced the best on earth by the manufacturers. We selected the Clauss, which we believe as a disinterested spectator to be better than its neighbors. You never had anything in your life that gave as much satisfaction for a dollar. If you were buying the other sort you would get only one.

The favorite sewing machine in any community is the one that does the most for the least money and which runs the easiest. In the "Wertheim" you have a machine that sews three distinct stitches—The Lock, Chain and Embroidery and runs easier than any other machine, and you pay twenty dollars less for it. Economy stands boldly every side when you buy a Wertheim. In tucking the chain stitch is preferable, but in other kinds of work, the lock stitch is the best. If you buy a machine that sews the lock, unless it is a Wertheim, it won't sew a chain stitch. There's no particular saving in buying a machine with but one stitch, the Wertheim does three and saves you lots of trouble and work.

We've just unpacked six cases of stand lamps that were built for hard times. They have metal bases and are decorated so as to make a very neat appearance in a room. We don't think you can get as good a lamp anywhere else for the money, try as hard as you please.

Our stock of table cutlery, spoons and forks is as large as you will find in any store in San Francisco, and our prices compare favorably with those in New York.

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ADMINISTRATOR'S NOTICE.

THE UNDERSIGNED having been duly appointed Administrator of the Estate of PAHIA KALOI K. of Moku, Hana, Maui, deceased, would herewith give notice to all persons having accounts against the said estate to present them to him, personally or by writing, within six months from date hereof, or they will be forever barred. And all persons owing the said estate are requested to settle forthwith.

M. H. REUTER, Administrator of the Estate of Pahia Kaloi deceased.
Hana, Maui, July 7th, 1894. jy9-1m

Programme of BICYCLE MEET

— To be Held —

On Saturday, Aug. 11th

KAPIOLANI PARK,
2:30 P.M. sharp

- 1—One Mile Dash, open; Gold Medal.
 - 2—Half Mile Dash, novice; Silver Medal.
 - 3—One Quarter Mile Dash, open; Silver Medal.
 - 4—One Half Mile Dash, boys under 15 years; Silver Medal; first and second.
 - 5—One Half Mile Dash, open; Gold Medal.
 - 6—One Mile Dash, three minute class; Silver Medal.
 - 7—Three Quarter Mile Dash, open; Gold Medal.
 - 8—One Mile Dash, novice; Silver Medal.
- Entrance Fee for Races Nos. 1, 5 and 7, \$1.50; all others, entrance \$1.
All Entries to Close ON MONDAY, Aug. 6th, 12 noon, at the office of H. E. Walker, Merchant Street, Honolulu.
General Admission, 50 cts; Grand Stand, extra, 25 cts; Quarter Stretch Badges, \$2.00 each; Carriages (inside of race course) \$2.50.
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